

This listing will be periodically updated as more comments and responses are added.
Individual responses also will be forwarded if contact information was provided.

NUM	TYPE	COMMENT	RESPONSE
1.	Phone	It's too expensive to transfer from one bus to another. (Anonymous)	To better meet the needs of Miami-Dade Transit passengers, effective December 13, 2009, regular bus to regular bus transfers will be free when using an EASY Card or EASY Ticket. However, transfers must be made within three hours and are not valid for return trips.
2.	Email	Will the route 62 be cut from running down Biscayne Blvd. north/south of ne 62 St. to the Omni/to Miami Beach? Thank YOU P.G.	Effective December 13, 2009, the Route 62 was shortened to operate from Hialeah/MLK Station to Biscayne Blvd/62 Street. The segment of the route between Biscayne Blvd/62 Street and the Omni Terminal was discontinued. Passengers can transfer at Biscayne Blvd/62 Street to and from the Routes 3, 16, and 93 to destinations along Biscayne Blvd. Service on the <i>Route 62 Beach</i> will continue with four trips during morning and evening rush hour service. These trips will continue to stop along Biscayne Blvd.
3.	Summit Comment Card	When is the next Summit? Please let me know about it in time. I would like to see the "202" Little Haiti Connection stay as it is. Thank you. C.M.	We will place you on our mailing list to receive information regarding a future Transit Summit.
4.	Summit Comment Card	Let the "202" Little Haiti Connection remain the same. Thank you. A.H.	As a result of duplicate service in the area, effective December 13, 2009 the Route 202 - Little Haiti Connection no longer operates on 79 St. east of North Miami Ave. Passengers can transfer at NW 79 St. and N. Miami Ave to the Route L.
5.	Summit Comment Card	Concerned about merging of Routes 183 and 83 and 91 and 99. G.P.	The Routes 91 and 99, and the Routes 83 and 183, were merged for similar reasons -- significant overlapping of service and insufficient ridership for the amount of service that was being provided. The new Route 183 Local operates along the same alignment of the current Route 183 but makes all local stops. Segments of the Route 83 not serviced by this route have been replaced with realignments of other routes. The new Route 91 was merged with the Route 99 and runs from the Aventura Mall to NW 68 Avenue and Miami Gardens Drive, with every other trip short-turning at NW 47 Avenue. Service is available using other routes from the Aventura Mall to 163 Street Mall and downtown Miami (Routes 3 and 9)

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			Maps and schedules are available on the Transit website. Transit users can also obtain details for a specific trip plan by contacting the Transit Information Unit at the Government Information Center at 305-770-3131 or south of SW 216 St, 305-891-3131.
6.	Summit Comment Card	May have to leave meeting early to transfer to last bus home (hope it shows). Special interest in our area: K, R, 120-T. S.O.M.	The segment of Route K from the Omni Terminal to Lincoln and Washington has Route C and the revised Beach MAX as service alternatives. Between Lincoln and Washington to Collins or Harding/88 St., the new Route 115 - Mid-North Beach Connection provides service to this former Rt. K segment. Collins and Harding between 88 St. and 193 St. have service by the Routes S and Beach MAX available.
7.	Summit Comment Card	Many not attending because of bus schedules; must leave early or spend the night here. Special interest in our area: K, R, 120 (T). V.S.	Route R was merged with the Rt. K resulting in the new Route 115 – Mid/North Beach Connection. The Route 115 operates between Collins and Harding/88 St. and 17 St. on Miami Beach. The route runs as a two-way loop along Alton Rd. and Sheridan/Pinetree from 17 St. to 63 St. Both loops have the same alignment between 63 St. and 88 St. The Route 120 – Beach MAX was enhanced with major restructuring and more frequent service. This limited stop route was extended to Aventura Mall and to South Miami Beach, providing faster service along Collins Ave to South Beach and downtown Miami. Significant improvements were made to the headway, seven days a week.
8.	Summit Comment Card	Please do not cut back on the South Dade Busway routes. Please let me know what plan exists to encourage people to take public transportation. * Can suggestion boxes be placed in buses or at train stations? K.C.	The Route 31 peak service was improved from every 20 to 15 minutes during the weekday AM and PM rush hour service. The route 1 was aligned to operate from South Miami Heights to 168 St. Busway station. The Busway segment to Dadeland South Station was discontinued. Passengers can transfer to alternative Routes 31, 34 and 38 on the Busway. Passenger comment cards should be available at rail stations and on buses. We will improve our distribution to enable our passengers to readily obtain them.

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9.	Phone	The Route 52 should not be discontinued. Workers and patients need the route to travel to South Miami Hospital. P.S.	There is duplicate service in the area. Busway passengers needing to get to South Miami Hospital can transfer to Metrorail and ride to South Miami Station and either walk to the Hospital or use the Route 72.
10	Summit Comment Card	As I observe in the community there is no bus bench. Also when it rains my citizen will get wet in the rain. Why? Bus on the south side of town Bus 38 run rapidly while Bus 52 and Bus 252 take forever! This is an ongoing problem. Please tell me why? Many citizens rely on the bus and it's the organization to fix it; also I observe the bus driver on the bus. I told him he was very tardy and what was going on? He was very very late. I explain to you -- the citizen was very angry and I did my community duty and talk to the citizen and calm them down! How much federal dollars is given to Dade County for public transportation anyway? P.D.	<p>We encourage passengers to report specific problems using transit or transit related concerns to the Government Information Center - Transit Unit at 305-770-3131 or south of SW 216 Street, at 305-891-3131. An online customer comment/complaint form is also available on the transit web site at http://www.miamidade.gov/transit. Details such as the date, time, boarding location, route, direction of travel and vehicle number greatly assist MDT in investigating and correcting a variety of service issues.</p> <p>No specific areas or locations are identified regarding the lack of bus benches or shelters. However, MDT only handles bus benches and shelters within unincorporated Miami-Dade County. Local municipalities handle these transit amenities within their city boundaries.</p> <p>The route 38 is a limited stop route and it has a 15 minute frequency, unlike the routes 52 and 252 which operate every 20 to 30 minutes during rush hours and 40 to 60 during off peak hours.</p> <p>In 2009, MDT spent close to \$64 million in federal funds</p>
11	Summit Comment Card	Rt. 93 and 95 - request for weekend service; Rt. S - overcrowding; Rt. 22 - concern about discontinuing Civic Center segment. Currently no midday. Metrorail - start at 4:30 a.m. or earlier. STS - availability for patients at Jackson Hospital; EASY Card - Jackson employees pay higher rates than Cedars?? W.F.	<p>There are significant costs associated with operating the Routes 93 and 95 on weekends. Current weekend ridership does not meet service standards adopted by the Board of County Commissioners to offer this level of service. The Route 3 operates weekend service on Biscayne Blvd between Downtown Miami and Aventura Mall with an enhanced schedule of every 15 minutes on Saturday and every 20 minutes on Sunday.</p> <p>The extension of the Beach MAX to Aventura Mall will help eliminate the overcrowding on the Route S by offering passengers a faster alternative between the Aventura Mall, South Miami Beach and downtown Miami.</p>

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			<p>Route 22 no longer serves the Civic Center area as duplicate service is available. Passengers can transfer from the Route 22 to Metrorail at the Earlington Heights Station or Route 32 at NW 22 Ave. / 20 St. to get to and from Civic Center.</p> <p>Special Transportation Service (STS) is not for hospitalized patients, but rather individuals with disabilities who have been certified as eligible under federal Americans with Disabilities Act (ADA) mandates. STS does not provide emergency or medical transportation. It provides ambulatory and non-ambulatory door-to-door service through reservations that must be made at a minimum a day in advance.</p> <p>Both Cedars and Jackson Hospital participate in MDT's Corporate Pass Program and purchase the monthly Metropass at the same discounted rate. However, the University of Miami, which owns Cedars, offers the transit monthly pass as an employee benefit and buys passes for its employees using its own compensation system. Employees at Jackson and other corporate pass companies purchase their own passes.</p>
12	Summit Comment Card	<p>The meeting was very informative and I got to voice my concern which was that the G bus would stop at a Publix on 96 St, 30 blocks from my job, which would have me have to wait for another bus, possibly making me late to go to work. I also got to voice my concern about the 2 going to 163 Street Mall, and that bus only runs once an hour and not on the weekends. Yes the 2 going from Downtown to 84 Street runs every day, 30 minutes apart, the 2 going to 84 , only goes 84 Street runs better than the 2 going to 163 Street Mall, route that roughly runs through 163 Street. My concerns were brought to your attention. I appreciate that I voiced my concerns. Thank you. K.W.</p>	<p>A precise trip plan can be developed with additional information regarding the trip destination. Contact the Government Information Center – Transit Unit at 305-770-3131 or for callers south of SW 216 Street, 305-891-3131 for assistance.</p> <p>The new Route 120 - Beach MAX has limited stop service which will minimize or eliminate time delays caused by the discontinuation of the Route G at 96 Street. The Route 2 did not go to the 163 Street Shopping Center on weekends prior to December 13th, and no changes are currently planned. Travel alternatives are available via a transfer.</p>
13	Email	<p>I would like to know If any one has thought about the high crime in the area (Earlington Heights Metrorail Station) I got robbed at that station by 3 young males, and 12 or so minors where hanging out inside the lobby, the security was</p>	<p>In an effort to enhance station security at the Earlington Heights Metrorail Station, we have increased the presence of law enforcement with assistance from the Miami Dade Police Department and the City of Miami Police Department.</p>

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		not doing his job, so I reiterate does anyone care about the people when the new extension to the air port was being planned? The Metrorail station and most all stations that I mentioned are poorly lit in and around the parking area. Thank you for your attention. T.M.	Undercover police operations are conducted by both entities, and as result, an arrest was made related to an incident at the Earlington Heights Metrorail Station. Station security officers have been cautioned against having friends or family members hanging around their work area. Update pending from Facilities Maintenance regarding station lighting.
14	Email	Why do you keep the southern gate locked at the Dadeland South Station? When dozens of riders are coming down the escalator and trying to catch a bus, there's a human traffic jam at the one gate that's open on the east side of the station. You're making it harder for people to use transit, and I can see no good reason for it. J.H.	This situation was intensively reviewed and a final report concluded that due to safety concerns associated with patrons running through the area attempting to catch a bus, the opening the southern gate was very hazardous. Additionally, only one security officer is assigned to the adjacent post, making it difficult to watch both entrances during the rush hour. We have moved the bus stop near the Kiosk area to allow better protection by security from 8:00 P.M. to 6: 00 A.M.
15	Email	Please open all Metrorail cars to bicycles. Cyclists' use of the train has increased to the point that the last car is sometimes jammed up. I have seen riders left on the platform trying to get into the authorized car. Also, since the stairs are too narrow for bike rails to be easily installed, it makes more sense for cyclists to ride near the middle of a train so they can use the elevator. If cyclists were not restricted to the end car, there would also be less congestion on the platform. J.H.	As noted, rail station design does not incorporate enough distance in the station stairs for the placement of bike rails. The station stairs and escalators lead to the ends of the station platforms. Since the lead Metrorail car is very popular with patrons, it was determined that the last Metrorail car would be more appropriate. Additionally, the station elevator is generally at the center of the station and usually filled to capacity with other patrons. MDT periodically reviews its Bike and Ride Policy to ensure that cyclists can travel farther, as well as turn their commute into a healthful and money-saving alternative to driving. MDT is researching the feasibility of locating bicycle racks in the Metrorail cars as a design options for future rail cars.
16	Email	There is a problem with crime at the Golden Glades Park & Ride lot. Something must be done to curb the property theft at Golden Glades. Board of Commissioners, County Transit Department, Department of Transportation and the Florida State Troopers have to work together to improve the security at the Golden Glades - even before the east section of the parking area is opened. We need your help!!! S.K.	MDT provides two overlapping patrols at this site. Surveillance cameras are also at Golden Glades that are owned and controlled by the Florida Department of Transportation. The Miami-Dade Police Department is monitoring the Park and Ride lot as a further deterrent to criminal activity. MDT Security Supervisors from the Office of Safety Security are providing additional assistance by periodically conducting their own rounds in the area. The Park

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			<p>and Ride Lot has been placed under a watch order by the Miami-Dade Police Department to further complement security activities at this location.</p> <p>MDT's Transit Watch program provides a 24- hour dedicated telephone number to report suspicious or criminal activity when using the transit system. Transit patrons should call (305) 375-2700. The line is answered by MDT's contracted security dispatcher who will alert and send a security officer to the scene.</p>
17	Email	Why can't we just synchronize the green lights at least on mayor avenues or streets?? Let's start there. C.R.	The Miami Dade Public Works Department has been upgrading the traffic signalization system throughout the County. This is a major effort under the People's Transportation Plan (PTP) for which the deployment phase is almost 80% complete and should be finished by the end of next year. This effort will replace the existing system that is over 35 years old. Once completed, it will allow for synchronization of all the signals, as well as the ability for Traffic Engineers to respond immediately to problems and emergencies.
18	Email	To Mayor Alvarez and Commissioner Jordan: The first three Wi-Fi parks are all located in the South Miami-Dade area. I know that you are considering it, however, how soon will this service be extended to parks in the north end of the county? J.N.	The Project Manager for the Wi-Fi Initiative reports that Amelia Earhart Park located at 401 E 65 Street will have a WI-FI system by the end of January.
19	Email	As Miami-Dade continues to grow in size, why hasn't the train system? The train only takes you north to south. The majority of Dade County's residents live either out west (Kendall, Hammocks, or Cutler Ridge) or near the surrounding perimeter of the Metro area. Why hasn't the train been expanded yet? Maybe the Transit Authority hasn't noticed the traffic backups around 430 to 600pm on Flagler, SW 8th, Bird Rd, and Kendall drive westbound. It's been twenty years since the Metrorail has been constructed, why hasn't it been expanded. It seems like we have money for everything else except for the important things. Thank You. G.A.	
20	Email	WILL MDT CONSIDER REPLACEING OLDER PRODUCTS AND TECHNOLOGICALLY THAT ARE NOT	

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		RECYCLEABLE OR GREEN EVEN IF THE COST COULD BE A LITTLE HIGHER FOR THE MIC OR OTHER PROJECTS. THANK YOU VERY MUCH. M.M.	
21	Email	I am writing to ask for security cameras on main intersections. Also I support the east-west Metrorail extension project. Replace missing or broken signs on streets too. Also regulate or better synchronize the traffic lights. P.R.A.	
22	Email	Where's BayLink? A.	
23	Email	It is obvious that the administration is not fully behind transit even as residents are asking for better transit in every transportation meeting from the FDOT 5 year work plan, to voting for the surtax, and even public meetings. It is also obvious we are not going to get Metro rail expanded without creative solutions and the south corridor had been overtaken by MDX to build an interstate on the bus way. I propose a new solution: 1. Complete the Busway north along the Ludlam Trail including bike/pedestrian facilities connecting south Dade to the MIC. The right of way is there and an asphalt bus way is low cost immediately fundable rapid transit. 2. Work with MDX to build a complete transportation infrastructure including Rail, BRT, Express Lane tolling highway along the S. Dade Busway (Dadeland to Turnpike) and along Central Corridor (MIC/LeJeune to Gratigny/ Golden Glades). All transportation system facilities would be built by MDX and transit services would be run by MDT and stations would be funded by MDT. Why- MDX knows how to build large projects, engineering and has the money to pay for them. Transit ensures MDX facility is not overcrowded along with variable tolling on 3 lane reversible or 4 lane standard expressway. Lastly as part of the 1/2 cent surtax: 1. I'm in favor of keeping our promise to the elderly, free Metromover downtown. 2. Cut the city's direct funding by 25%. 3. Stop all spending transit surtax money on lighted street signage on street signals. (I like them, but this is Public Works job as they are replaced.) 4. Stop all surtax	

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		<p>spending transit money on sidewalks. (This money is being misspent on pet projects that have little effect to help bus routes.) 5. Stop all surtax spending transit money on salaries and supplies for MDT. Only maintenance of trains, new trains, new stations, renovation of stations or rails, buses. 6. New Bus shelters should be reserved for locations based on bus line ridership levels. The old style bus benches with an ad on the back rest can be used for low ridership routes. Shelters- should not use glass that is a maintenance headache. See the new South Miami downtown bus shelters have an attractive screen that is easy to repaint and should not have the maintenance costs. These suggestions would increase Metrorail, make needed maintenance improvements, expand BRT and allow expressway improvements for Central and South Miami-Dade.</p> <p>A.A.</p>	
24	Summit Comment Card	<p>MPO should be congratulated on the job it did on the recently finished CSX Corridor Study. The results indicate at least 4 feasible route to accomplish cargo consolidation and allow the county to negotiate for the right-of-way. The intended route on the Kendal link study was reconfigured. The route, which now moves off the CSX corridor at Byrd Road moves to the adjacent FEC Corridor which allows the Busway to easily access the MIC. Ridership projections went up from 3,100 to almost 14,000 in the process, which would now qualify the project for FTA assistance. The project could also be framed as an initiation corridor reducing also cost. This would then become the longest in the state.</p> <p>E.P.</p>	
25	Summit Comment Card	<p>I am all for the EASY Card and have used it since Day 1. However, I live on Miami Beach and it is very hard to get them -- recharge them - only 2 places in South Beach. They are closed at night, take cash only (no credit cards) and no one knows about them. The EASY Card seems to be mostly for Metrorail users, not buses. This is not fair, as it is the only way to get the 50 cent transfer fare, and there is no place to buy or re-charge an EAY Card between 14 ST and</p>	

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		<p>71 St on the Beach. How about getting vending machines into Publix groceries. And you definitely need to provide them at Omni and at Aventura Mall, a huge transit point. Also publicize the system more (EASY Cards), especially with tourists. They have never heard of it and have no idea where to get the card/passes. My other issue is with the advertising on the outside of the buses. I realize that this is a big source of revenue, but here is no need to wrap the entire bus in horrible graphics. In the first place, these billboards-on-wheels are a blight on the urban environment! Prime examples: the "Bodies" exhibit that inflicted vivisectioned human corpses on everyone and the candy company that wrapped the entire bus in brown to look like chocolate bars. There was no way to tell this was a public bus! More important, these advertising screens that cover the windows make it impossible to see where you are at night, as a passenger. You cannot read street signs! What I am asking is, please have a policy restricting advertising to below the windows and that does not change the blue/white/green bus appearance. Thanks you!</p> <p>C.K.</p>	
26	Summit Comment Card	<p>MPO should be congratulated on the job it did on the recently finished CSX Corridor Study. The results indicate at least 4 feasible route to accomplish cargo consolidation and allow the county to negotiate for the right-of-way. The intended route on the Kendal link study was reconfigured. The route, which now moves off the CSX corridor at Byrd Road moves to the adjacent FEC Corridor which allows the Busway to easily access the MIC. Ridership projections went up from 3,100 to almost 14,000 in the process, which would now qualify the project for FTA assistance. The project could also be framed as an initiation corridor reducing also cost. This would then become the longest in the state.</p> <p>E.P.</p>	
27	Summit Comment Card	<p>You're having to add I-95 express buses largely because the connection to Tri-Rail are so time-consuming and Tri-Rail involves a separate fare. * At a bus stop, shade trees are more important than shelters (& much less costly).</p>	

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		Also, the worst part about transit is the long hot walk – government needs to find an incentive for property owners to plant trees that shade the sidewalk. * Bathrooms at Metrorail stations are disgusting and need renovation and/or heavy maintenance. * Metrorail stations are devoid of life -- consider letting vendors sell food, produce, etc. so our wait is, well, not wasted. * Consider letting all government workers ride for free -- it will get them off the crowded road and provide a fringe benefit. This meeting was very nice but you need smaller meetings more often. M..M.	
28	Summit Comment Card	The idea that Miami-Dade residents would take Metrorail, Tri-Rail and the Shuttle Bus to Ft. Lauderdale Airport is great, but in practicality it's a nightmare. Ft. Lauderdale Airport thinks the shuttle is a waste; they treat the shuttle like crap, and there are not enough bus stops for this transportation. Signage is very poor and bus shelters, benches are almost non-existent. If you want to get people out of their cars when going to the airport, major changes will have to happen. K.B.N.	
29	Summit Comment Card	Please just like a copy of meeting minutes. A copy of presentations given by lecturers on their studies that were initially presented before public comments. Public questions and answers as well. F.C. P.	
30	Summit Comment Card	The Mayor should remain calm and show more humility to those who wish to express their concerns. DO NOT CUT Transit. If it needs to be, is here not a way to reschedule to ensure without doubt that there would not be insane overlap times. Also, if the city lost money by fraudulent transfers, how will it make up for free transfers? I along with most (I would hope) wouldn't mind a bus fare increase so long as service increases and improves. Thank you. D.C.	
31	Email	Can you tell me what are the various sources of transit funding in percentages (ex. farebox 22%, Miami-Dade 45%, individual cities 27%, State of Florida 10%, etc.). If you could break that up into operating and capital expenses, even	

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		better. I like to know so that I can contact legislators for voice my support for a transfer of funds from road building to transit. M.M.	
32	Email	To whom it may concern, I am an F.I.U south student that relies on public transit. Every afternoon I ride Rt. 11 from downtown Miami where I work to F.I.U. south campus for classes. I always see the transit supervisor making sure the buses are on schedule. When my class is over I return to the bus terminal and kindly ask transit supervisor Gutierrez when is the next bus scheduled to leave. He always advises me of the next bus and shows me the G.P.S location of the bus with his laptop computer when they are late. I asked the supervisor why sometimes he is not there in the afternoon? He replied, "Sometimes they send him to other bus terminals like Dadeland North or South." He also said that, "Soon they would eliminate him from being there permanently because of the next pick shift change. My concern as a voter and taxpayer is why eliminate the supervisor at F.I.U. South terminal and send him elsewhere. Are we second class citizens at F.I.U. South campus? I voted for the cent tax for transit knowing it would help the environment. I tried to go to the mayors office across the street from F.I.U south to request an appointment to address my concerns in person but it was after hours and it was closed. I will follow up on this situation closely until it gets resolved. Please reply in e-mail form. I don't have a current contact phone I can give you. Thank you for time. G.F.	
33	Email	It is obvious that the administration is not fully behind transit even as residents are asking for better transit in every transportation meeting from the FDOT 5 year workplan, to voting for the surtax, and even public meetings. It is also obvious we are not going to get Metro rail expanded without creative solutions and the south corridor had been overtaken by MDX to build an interstate on the bus way. I propose a new solution: 1. Complete the Busway north along the Ludlam Trail including bike/ped facilities connecting south Dade to the MIC. The right of way is there	

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34	Email	<p>I go to work at the airport everyday and I take Route 42 from NW 175th St and 12th Ave. to Miami International Airport. Now since I heard that on 12/13/2009 that 42 will no longer serve my area, how am I going to work? Plus there are other people along the route that will be cut that goes to the</p>	

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		airport for work, will there be an alternate service to the airport for my area that involve little to no transfers? S.P.	
35	Email	<p>Everyday I take Route 77 to and from school down NW 7th Ave. The drivers along the route are either too early or real late and the bus is always packed. Can you try to have the drivers come on time or put more buses during rush hour? I heard that Route 42 from Golden Glades to Opa-Locka Tri-Rail Station will be removed on 12/13/2009. I saw the route that is replacing 95 Express to Carol City but I see nothing done about alternate routes from Golden Glades to Opa-Locka along the 42 route. Will there be a service within that community to Opa-Locka. Finally I been noticing that drivers are letting in passengers even though that bus is at it max occupant, forcing an uncomfortable ride and complain. And there are times that drivers will refuse to stop for passengers even though the bus is empty. What's up with that? Can it be possible to improve bus maintenance to reduce bus break downs? Plus, can you please removes buses that are older than the 2002 models (i.e 9700's 9800's 9900's and 2000's models) because it's ridiculous. The buses leaks, it smells, the A/C is really loud or doesn't work, and the bell is either broken or it's too low to for the driver to hear. Do something because it's annoying and the drivers snap at the passenger for no reason. W.P.</p>	
36	Email	<p>As Miami-Dade continues to grow in size, why hasn't the train system? The train only takes you north to south. The majority of Dade County's residents live either out west (Kendall, Hammocks, or Cutler Ridge) or near the surrounding perimeter of the Metro area. Why hasn't the train been expanded yet? Maybe the Transit Authority hasn't noticed the traffic backups around 430 to 600pm on Flagler, SW 8th, Bird Rd, and Kendall drive westbound. It's been twenty years since the Metrorail has been constructed, why hasn't it been expanded. It seems like we have money for everything else except for the important things. Thank You. G.A.</p>	
37	Email	my question es sobre la ruta S que va desde el centrode	

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		<p>miami asta el mall de aventura pues es nesesario que le agregen mas onnibus a esa ruta porque siempre que yo tomo esa ruta todos estamos como sardinas en latas apretados. My question is about Route S, the one that travels from the center of Miami to Aventura Mall. I believe is necessary to add more buses to the route, because every time I am on it we are packed like sardines.</p> <p>M.B.</p>	
38	Email	<p>The MDT should begin experimenting. E.g., offer a \$2.50 express option from Krome to Brickell and guarantee a newspaper and a 30 minute ride by giving the bus priority on, e.g., 8th St at an early hour and at the close of rush hour, even if you have to give police escort. Get people familiar with the possibility of rapid, comfortable transit and make it work.</p> <p>T.C.</p>	
39	Email	<p>On October 9th, the Miami Downtown Development Authority (DDA) Board of Directors unanimously adopted the 2025 Downtown Miami Master Plan, which seeks to realize Downtown's destiny as the Epicenter of the Americas. Key to realizing that vision is transit, as the one common denominator of great downtowns throughout the world is a great transit system. Downtown Miami already has a good transit system, but Downtown needs, desires, requires and deserves more, as the region's leading employment center, top cultural and entertainment destination, and most dense residential neighborhood. Recognizing this, the Downtown Miami Master Plan dedicates an entire section to the promotion of transit. The Plan can be found on the DDA's website at www.miamidda.com/master_plan.asp, and the key transit goal and objectives can be found in Goal 5, page 53. Towards these ends, the DDA has been and will continue to collaborate with Miami-Dade Transit and other key agencies in enhancing transit in Downtown. But ultimately, the critical investment decisions are made by elected officials, and we urge the County leadership to join us in implementing the Downtown Master Plan and realizing Downtown's destiny as the Epicenter of the Americas by prioritizing transit investments within and connecting to</p>	

NUM	TYPE	COMMENT	RESPONSE
		Downtown. Thank you. Sincerely, Javier A. Betancourt, AICP, LEED-GA Manager, Urban Planning & Transportation Miami Downtown Development Authority 200 S. Biscayne Blvd. Suite 2929 Miami, FL 33131 305.579.6675 F 305.371.2423 betancourt@miamidda.com www.miamidda.com	
40	Email	The County has been designed for the use of cars and not public transportation. This has to change. Bicycle routes have been added but are dangerous to use. There are bus routes being added but there is a lack of consideration for the customers that may use them including tourists. Other cities are using innovation and looking beyond the cost of the short term and instead looking ahead at the revenue of the long term especially when we market ourselves as a tourist destination year round. Why not bring this Transit Summit to FIU/UM urban related departments: Engineering, Political Science? We need to add solar powered bus stations that can be designed and built by our future voters. Why not involve youth in our high schools that can be used to build this new infrastructure, keeps them off the street, gives them appreciation for public transportation, gives them the opportunity to give back to the community. We have the people power. We need to partner with our up and coming entrepreneurs. J.P.	
41	Summit Comment Card	End the illegal taking of our 1/2 penny sales tax for transit expansion (the bait & switch scam) and using it for daily operations & past deficits, and for the Marlins stadium. This criminal act will result in a repeal of the 1/2 penny by the voters, which will be a disaster for Miami's future. End unification and save the transit tax. P.S. the Marlin stadium spending has bankrupted Miami's and local transit's future for the next 40 years. L.S.	
42	Summit Comment Card	The officials talked <u>too</u> much. "Stakeholders" took the time to come to the transit summit to be heard. That the transit summit happens only once a year is pathetic. Citizens deal with the inefficiencies of MDT <u>everyday</u> . There should be a better and more consistent way for us to talk to you.	

NUM	TYPE	COMMENT	RESPONSE
		P.L.B.	
43	Summit Comment Card	Good summit! L.M.	
44	Summit Comment Card	(1) How are future transit plans/studies/projects integrating with the City of Miami's Bicycle Master Plan and other designated bicycle routes? (2) How many bicyclist use the bus? How can we get this information? I think it's a high number and could encourage increased use by more cyclists as well. (3) What kind of training to bus drivers receive to prevent accidents with cyclists. There have been 3 collisions in Miami-Dade in the last 4 months -- a frightening number. Thank you. K.M.	
45	Summit Comment Card	Please take a good look at the Tri-County Metrorail Commuter Express. Submitted 20+ pages - Proposal to generate revenue. D.V.	
46	Phone	Suggest we market and cross-promote more heavily with the Convention Center and Airport about our transit system. Could emphasize transit as a tourist amenity and funding from tourism related sources could help with our financing challenges. T.	
47	Phone	I am elderly and have to walk 4 blocks to SW 8 Street to get the 8A. The bus is often late or fails to show up. Is there a way to supplement with smaller buses? Many elderly people use the 8A line. M.M.	
48	Email	What has happen to the money on the half cent that was supposed to be for Transit? What happened? Are you are still taking the money? J.B.	

NUM	TYPE	COMMENT	RESPONSE
49	Email	Nationally recognized blog on transit, The Transport Politic, recently did a piece on Transportation in Downtown Miami and Miami Beach including the Miami Streetcar, Metromover, and Metrorail and what the direction should be in these areas. It is imperative that Miami-Dade Transit take this into consideration as these are viable options/proposals from individuals who are outside of the political arena and concerned with the future of transportation in world-class cities in the United States. The link on the blog post is as follows: http://www.thetransportpolitic.com/2009/11/04/rebuilding-connections-in-miamis-urban-core/ F.V.	
50	Email	I really hope you read this email I know it's long. Regarding the K bus on Miami Beach. Please keeps the K bus running on 77th Street from Collins to Dickens northbound and Dickens to Harding southbound. There are so many Seniors and people with disabilities in this area that depend on that bus everyday, myself included. Also, why can't you keep the bus going to Hallandale Beach? Now I only take the K bus to Publix in Surfside or to the Walmart in Hallandale. After the change, I will have to take 2 buses to Publix and 3 buses to Walmart. I'm a senior with a disability and taking 3 buses to get to the store is going to be really difficult. I'm sorry but I think it's really terrible that you are taking away our bus, the seniors and the disabled need that bus on 77th Street. Please keep the bus on 77th street. Thanks. M.S.	
51	Email	I keep hearing that it is hard to find funding to expand the Metrorail system, have you considered private funding? The same way you did with the Marlins stadium. Imagine if the Transit system took you anywhere you wanted to go in Miami. You would make a lot of money because the citizens will spend there money riding transit, and NOT on (Gas, Tolls, Car Repairs, Parking, Etc)... EVERYONE WILL RIDE transit, if it took you anywhere you wanted to go! And since ridership will increase, funds will also increase funds that could be used to pay back the private lenders. Thoughts? M.L.	

NUM	TYPE	COMMENT	RESPONSE
52	Email	Why not use existing highways 836, 826, I96, Florida Turnpike, Gratny to extend the metro-rail system? Primary Reason to do so: The construction cost per mile would be reduced enabling greater expansion. Highway drivers will opt to use the rail as they sit in traffic watching the train go wizzing by. P.G.	
53	Email	No name please. My concern is the following: The board stated that a lot of the funding problems that transit has is the fact that the federal government has dried up. The fact of the matter is that the federal government is holding back on a lot of funding for Miami-Dade Transit due to no expansions and increament in mass transit on the contrary more cutbacks to service and a breach of commitment to the public as to the promise of greater transoit service. What we see is more elimination of buses, bus routes bus miles and elimination of transit employees. The Federal government is holding back funds due to broken promises and no expansion on behalf of bad decisions made by transit in Miami-Dade.	
54	Email	1. What is the status of the NW 7th Avenue transit hub? J.N.	
55	Email	Transit-Oriented Development is arguably essential in ensuring a successful transit line/system. It has been shown in numerous studies that rail lines (whether light or heavy) spur far more development than any bus line would because developers see them as more permanent. Even if expanding Metrorail or having alternate Light Rail on corridors like the East-West or North Corridors seem expensive to start, don't benefits like these outweigh the start-up costs? J.F.V.	
56	Email	Please provide an update on the status of TODS - Transit Oriented Development. What Stimulus monies have been applied to our Metrorail station Transit Oriented Developments on the Metrorail lines? What is MDT doing to take advantage of the monies Federal Stimulus has to build out this underused parking lots and metrorail stations? TODs are money making opportunities for Transit Dept...as they do bring rent and participation rent to the department	

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		and bring green energy efficiency to our community. Green construction and TOD is a real opportunity for our PPP Private Public Partners (MDT & private developers) to obtain money and funds from the DOT and the Department of Energy. By investing in TOD our riders can Live Work Shop and Play at our currently underused metrorail stations and reducing our carbon footprint, too. Thanks! M.L.	
57	Email	Please discuss the calls into 311, it is taken too long to get an answer when calling into 311 to get transit route information. People are being place on hold for up to 45 mins. to get and answer. G.F.	
58	Email	We would like to have a bus service between the Civic Center and the Omni station week days during the rush hour for people who work at Sylvester, University of Miami hospital and the state attornies office. Currently the bus that passes is covered by Route M every 45 min..The problem is that sometimes we have to wait more than an hour for the bus to arrive when we get out of the stressful enviroment of our working facilities. Smaller buses between the civic center and the omni station would be a great relief to us when we finish our jobs. Thank you. J.F.	
59	Email	First of all! It is great to see that there is an opportunity for the Transit Summit. To allow the general public to particapate in with the summit. Not to take too much of your time. It would be great to have Metrorail to hook up on 27th North to at least to Fort Lauderdale. From the elevated rail way. Just to continue what is already existing. That's about 52 miles long that you already have. Then to extend south to Dadeland and to Homestead. The expandation of metro would not only be benefical and effeciant. The moving of people alone can help to boost the economy. We just maybe in time of a slow economic recovery. If we could just create more jobs. Also to boosting of gas effecincy will be a great way to help. Making money the hard way by building a baseball stadium is risky buisness. We need better ways to help with the real concerns like pollution! Thank you for your	

NUM	TYPE	COMMENT	RESPONSE
		time. E.T.	
60	Email	Why is the county cutting or shorting routes when the county made an agreement with the people of the county to increase and expand services? When we the people agreed to a half a cent sale tax increase.... J.O.	
61	Email	When working on SW area, there is not communicaton bet. SW 97 & 99 Ave only through SW 112 St. or Sw 136 St. A little bridge on 120 or 128 St. will faciliate communication in this area. Same problem on SW area, the following avenues 128, 129 & 130 there is not communication only through Coral Way or Bird Road. Exist dedication for 32 St, if it is open the congestion of traffic will be less, especially during school hours. S.S.	
62	Email	Where's BayLink? A.	
63	Email	Why was it important for a 1.5 mile rail to be built for business airport travelers more important than the over 30 year late north rail which would reduce traffic & make right on a political decision which severely impacted the north county? 2nd part. If there was not enough money for the orange line & MIC line, why was north rail not left separate, as it was ahead of schedule & received high federal rating & hold off of on all other lines? Does not 30 yrs late mean anything to this county? K.D.	
64	Email	Are there any concrete plans to extend the Metrorail south and west as promised during the campaign a few years ago, the last time we voted for yet another penny (or was it half a penny) tax for transportation? R.H.	
65	Email	I have been complaining for years about the lack of service direct from the airport to South Beach (vis the MacArthur Causeway) I believe this is the only county system in the world that lacks such service and if the reason is the taxi/super shuttle lobbyists etc. then just say so instead if ignoring the issue. To get to Palm Island, you have to	

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		transfer at that outside uncovered unmarked, unclear "transfer point" on first street downtown and then take a bus which stops at Omni and waits for a fill up before proceeding. That route is a severe problem to anyone trying to make a very common connection. Why is it ignored? Thanks. C.M.W.	
66	Email	Thank you for taking my input. As a regular traveler between Miami Beach and Miami, it seems like an extension of Metrorail across Biscayne Bay via the MacArthur Causeway, using the currently empty lot at the end of the bridge (at Alton Rd) as the Miami Beach station. Parking for this station is conveniently located at the new Fifth & Alton parking garage. The amount of car emissions used in crossing to/from Miami Beach is a crime against our beautiful natural surroundings. Please look at this option seriously for the future of Miami-Dade! Regards. W.R.A., Miami Beach	
67	Email	THE MIAMI TRANSIT PROBLEM IS PRETTY EASY AND ECONOMIC TO RESOLVE. THE TRANSPORTATION BOGOTA COLOMBIA AND BRASIL USE W'LL BE EXCELLENT TO OUR MIAMI DADE COUNTY. SO MANY OTHER COUNTRYS NOW, ARE TAKING THAT TRANSPORTATION MODEL. THANKS. M.V.	
68	Email	We need a rail, or light rail, along the Biscayne Corridor or I95-441 corridor. With bus connections at the stations to go east-west. I believe using the freight-lines that run just west of US-1 throughout North-eastern Dade for passenger trains is a sound idea. As it is, the line that runs along NE 4 Ct. is under-utilized. NE Dade County is too deprived of Metrorail. I hope we can make progress in these difficult economic times. Create jobs and put people to work via a rail project and stimulus funds! A.D.	
69	Email	There are two higher education schools -- the ITT Technical Institute and Florida National College on our business plaza. There are no any public transportation in this area. We have students who are working to school and it is not safe.	

NUM	TYPE	COMMENT	RESPONSE
		Please make more bus routes to our area from different locations that we have more enrollment and student admission that like to go to school and feel safe at the same time. Young people after high school do not always have a car, and bus transportation is the only way to get to your destination. Thank you. I.T.	
70	Email	Miami Dade County is intimately linked to Broward County, especially the area immediately north of the Miami Dade County i.e. City of Miramar. Are there any plans to provide Metrobus service from the western suburbs of Miramar & Pembroke Pines to the Downtown Miami? Perhaps, the newly constructed City Center of Miramar can be considered a hub to provide express service to the Golden Glades via Turnpike to I-95 and then a transfer to the existing I-95 express service during peak hours. M.S.M.	
71	Email	Everyday must be done to increase the availability of rapid transit. A dedicated source of funding must be secured for Tri-Rail. The East Coast rail corridor must get up and running to all the cities along the coast up to Palm Beach. Transit is the biggest Quality of Life issue to me. All transit systems are subsidized so stop trying to magically make trains pay for themselves -- it is impossible. J.S.	
72	Email	Hi, I will first like to thank transit for the improvements to buses in the south region. However, there is so much more potential for transportation in the southern region. There is a much needed bus system for the new developments south, especially 137 ave and speedway. Buses need to run every 20 to 30 minutes, 7 days a week for these newer locations. There also needs to be patience when running newer routes, once the citizen sees the route is reliable then they are more apt to using the transportation. Or run the Metrorail south to Florida City and use your North and South US 1 buses to focus more on East to West neighborhoods which will allow more people to enjoy public transportation. Thank you. K.H.	

NUM	TYPE	COMMENT	RESPONSE
73	Email	When are you going to address the longstanding problem that we only have one east-west freeway in Miami-Dade County, even though we have three north-south freeways. We badly need a second east-west freeway since 112 stops at the airport leaving the Dolphin as the only one running east-west. One idea, used extensively in New York, is to build one road on top of another. Take 112 and make it go on top of NW 36 Street until the Palmetto Freeway. That way we would make 112 the second badly needed east-west freeway. Second idea, fix the outdated Golden Gate interchange so that travelers on the Palmetto traveling East can have a couple of lanes that do directly to I-95. The engineers that planned the Interchange flopped by not doing it then. I.M.S.	
74	Email	It's clear that the county is facing unprecedented fiscal challenges, but what is being done to upgrade our buses, to make them more quiet, less polluting and more comfortable? R.W.	
75	Email	Ref-Fare collection box. On board fare collection box system, should copy the system adopted by BCT, which is very convenient to the riders, can buy daily 3-Day/5-Day pass on board. Transfer is free by BCT. P.K.	